

## HOME RUSH OF AMERICANS

HURRIED BY THE BRITISH TRAFFIC STRIKE SCARE.

Laborites Growing at the Results of the Big Tripp—Political and Union Amalgamation—Deductions of U. S. Capitalists—Why Germany Forges Ahead.

Special Cable Dispatch to THE SUN.

London, Aug. 26.—The exodus of Americans from Europe set in determinedly today. Five vessels jammed to their gunwales got away and another big one will follow to-morrow. It is estimated that 1,000 persons sailed on the Adriatic, St. Louis, Minnetonka, Lapland and Rotterdam.

The sailing of the Lusitania to-morrow is expected to mark the resumption of the normal Cunard service, which was hardest hit by the recent strikes. The Lusitania will carry 2,000 persons of all classes. In addition to her own bookings she will carry the Campania's saloon passengers. The second and third class passengers booked by the Campania will sail on the Campania on Tuesday.

It would probably be no exaggeration to say that over 10,000 persons will sail for the United States in the next eight days. The exodus will continue until the end of September.

The second class passengers especially have been scared by the delay in sailings on account of the strike. They seemed to spend their whole time at the steamship offices begging for immediate accommodations. The offices of the American Society have been inundated with applications for help from those who were stranded here and also with applications from those unable to sail immediately asking for help in case of need. The steamship companies, though they denied any obligation on their part to do so, have responded generously to appeals from those who have been detained, paying their hotel bills and expenses and presenting a large amount of distress.

A bumper crowd will sail on the giant White Star liner Olympic next Wednesday. There will be 700 saloon passengers, including Mr. and Mrs. George F. Fisher, Mr. and Mrs. W. C. Breed, Alexander Carlisle, Mr. and Mrs. Paul Cravath, the Rev. Dr. and Mrs. De Forest, Mr. and Mrs. George Baron French, Mr. and Mrs. Edwin Gould, Bryan Kennelly, Mr. and Mrs. Henry Phipps, W. Church Osborn and Mrs. G. F. Shorader.

LABOR STILL GROWLS.

The more ardent spirits among the trade unions are now beginning to complain that the settlement of the strike is not the victory for the unions which the manifesto issued from headquarters represented it to be. The Labor Leader says: "The victory which fills the railway stairways with chagrin and dismay and causes the capitalist press to resound with peans of jubilation is the type of victory that could be very well dispensed with."

The five royal commissioners who are to investigate the labor conditions of the country with regard to the disputes of the railway men and other workers will begin regular and continuous sittings to-morrow. It is naturally impossible to forecast the nature of their report, but public opinion seems fixed upon two points as essential.

The first is that the repetition of such a strike as the recent one be made impossible as far as legislation can make it. Some scheme of compulsory arbitration, binding alike upon employers and employees, is generally advocated. Secondly, there is an insistent demand that "peaceful picketing" be legalized in the trades dispute act of 1906 at the instance of the Labor party in the House of Commons, be abolished. The recent strike proved what had long been well known, that "peaceful picketing" was impossible. In the recent troubles it degenerated into the grossest forms of intimidation, amounting to terrorism.

TRADE UNION UNIFICATION.

On Monday week the trade union congress meets at Newcastle and there will be in attendance 505 delegates representing 187,000 men. There is a strong feeling in favor of the unification of the three great labor bodies, the Trade Union Congress, the General Federation of Trades Unions and the Labor party. This was defeated at Sheffield last year mainly owing to the efforts of Shackleton, who protested that the unification would admit local representation of committees of socialist societies of a political rather than a labor character and that trade unionism would thus be weakened in negotiation, as it would be suspected of being political at bottom.

The increase of the socialistic trend in trade unionism now seems to make it likely that the congress will agree to the amalgamation. The programme is for one national organization to be called the Labor Congress, which is to be a federation of trade unions and trade and socialist societies which will watch all legislation affecting labor, organize and maintain in Parliament a political party and establish a fund for mutual assistance and support.

STRIKE TALK.

The traffic strike proved to be the coping stone to a generally disappointing season in London. The summer began badly because of the fear of extortionate hotel prices at the time of the coronation. Then when confidence had been restored there came an abnormal heat wave which drove everybody to the country. The season wound up with the strike, which scared everybody.

The strike is still a prominent topic of conversation, and Americans appear to be particularly interested. W. C. Brown, president of the New York Central, who with Sanford McKee and W. B. Pollock was automobiling in Scotland when it broke out, told the correspondent of THE SUN that he came in contact with the strike conditions at Edinburgh, Glasgow, London and Birmingham. He did not visit the railroad yards, but he saw troops in the streets, business suspended and other unusual conditions.

As to the questions involved, said Mr. Brown, "I think it would be ungracious for me to discuss the rights and wrongs of strikes and other details, but this strike exemplifies a principle in public service corporations upon whom the public's confidence depends for prompt and efficient service. Strikes ought to be impossible in such conditions where the transportation of foodstuffs and furnishing of light and other essentials of life are concerned. The public are the real sufferers. The loss again is greater to the employers than to the employees."

One of all these difficulties there should be a permanent board of arbitration or a board providing for authoritative arbitration. It should be a condition of employment that difficulties must be referred to this board and that both must abide by its decisions. I would not have a large board, three men would be enough. Let

the employers select one member of the board, the employees another and these two combine on the third. In the event of their failing to agree on a third man let the selection be left to the Lord Chief Justice of England.

"In my view," continued Mr. Brown, "the situation has been handled admirably. Some think that the soldiers might shoot immediately. I do not. They realize here that when a crowd gets out of hand by giving it some leeway and stopping it gradually instead of endeavoring to stop it short you save great losses of life and property."

NO ENCOURAGEMENT FOR COMRADES.

H. J. Chisholm, the head of the paper trust, says he sees no encouragement for Samuel Gompers and his crowd in the English strike. He says: "There will be an overabundance of labor in the United States in the near future, for the curtailment of industry due to the prosecutions of corporations necessarily means less employment. There has developed a feeling on the part of the people of a desire to punish the corporations for the crime of making the country prosperous. There is a demand for revision of a tariff that has enabled American producers to invade foreign markets and bring back to America some of the money which foreign countries take out. It requires \$500,000,000 a year to pay foreign obligations created by marriage settlements, mortgages, investments and the like. Reduce the tariffs, and if the customs receipts do not exceed that sum wealth will be going out instead of coming in."

"I do not favor a piecemeal revision of the tariff," said Mr. Chisholm. "It should be either free trade or protection. If the people are not satisfied let them have free trade. Then if they find wages lower and competition with the cheap labor of Europe making living worse they will see the folly of having attacked a tariff whereby they as well as the manufacturers prospered."

AMERICAN SAVINGS.

"In the savings banks of New York," Mr. Chisholm went on, "there are four billion dollars. This is equal to all the savings of Great Britain and Ireland, while the national banks and trust companies there have practically the same amount. In a word, the savings of the people equal the capital whereby the business of New York is done."

"Take Massachusetts. There is deposited in the savings banks in that State within \$100,000,000 as much as Great Britain's deposits. This is not so in the great West because the savings of the people are invested in land. But this is the condition which the people are endeavoring to destroy. I have been a keen Republican all my life, yet I cannot recognize a single Republican principle in the policy of President Taft and Attorney-General Wickersham. There is such indifference in the ranks of old Republicanism that I cannot see anything but a Democratic President elected in 1912 as well as a House and Senate with a majority of the same party. Certainly things cannot be any worse for the country than they have been in the last four years."

"I have been travelling in Germany," continued Mr. Chisholm, "and it is wonderful contrast to see the industrial progress and prosperity there, due mainly to the encouragement given by the Government to those trusts we in America are trying to destroy. Governmental encouragement of the trusts in Germany results in everybody being busy and the prosperity reaches all classes. The encouragement goes so far that within a week a case was brought to my attention of a firm which contracted to supply goods to the Government. This firm had an opportunity to secure a foreign order, but at a less price than that paid to it by the Government. The case was placed before the authorities, who immediately said: 'You must get the order that is bringing money to Germany and keeping labor busy.' So not only was the price lowered but a rebate was allowed of 25 per cent. on freight by the railways and steamers. That is the way Germany encourages manufacturers and business men. We take the opposite course."

BOSTON ABROAD.

John Fahey, the president of the Boston Chamber of Commerce, says the European trip of that organization has been very successful. He feels certain that 150 representatives of European chambers will attend the international convention in Boston next year. The Bostonians, Mr. Fahey says, were astounded at the development of municipal government in Europe, particularly in Germany, where progress and efficiency are everywhere evident. Mr. Fahey said in conclusion: "It is explained when you consider the character of the men who for the sake of civic pride devote their efforts to running a municipality."

ENGLAND'S ART LOSSES.

Frederic Courtland Penfield, the diplomat and art connoisseur, considers England's art treasures exhausted. All the good stuff, he says, has been purchased and nothing remains but second and third rate goods. All the real things in England, Mr. Penfield says, have not been purchased for the United States. A far greater part has quietly gone to Austria and Germany.

He has visited many places in England and was surprised to find on the walls of historic houses supposed masterpieces which in reality were nothing more than bad copies of originals which were sold long ago. The copies fill up the gaps to preserve the traditions of the houses possessing paintings. "The next field of art purchase, in my opinion," said Mr. Penfield, "will be Holland. England's field is gone. This is the first time that I have visited England without purchasing a picture."

Sir Robert W. Perks, the prominent Methodist and noted engineer, was among the passengers who sailed for New York to-day on the steamship Adriatic. The main object of his visit is to attend the Methodist Congress at Toronto. He will be at the St. Louis Exposition for a few days. Afterward he will go to Cuba, Chicago and Winnipeg on business matters.

The Weather.

Aug. 27. The high pressure area which settled over the northeastern part of the country, blowing off northeasterly winds, caused showers from eastern Canada and Maine south and southwestward over the New England and middle Atlantic States, the Ohio and Tennessee valleys and Georgia. Heavy showers fell over Texas, northern Louisiana and Arkansas, also in Montana and North Dakota, and light showers in scattered places in the West and South.

There was an area of low pressure stretching from Minnesota southwest to southern California, but was without storm energy and was the cause of the rain in the West.

The temperature was higher between the Allegheny and Rocky mountains and especially in the Southwest. In the Atlantic States there was but slight change.

In this city there were showers in the morning and it became very warm in the early afternoon as clearing weather set in. Temperature, nearly stationary, wind light, and it shifted from north to north; average humidity, 91 per cent; barometer, corrected to read to sea level, at 3 A. M., 30.05; 3 P. M., 30.10.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

1911.	1910.	1911.	1910.
9 A. M.	66°	76° 1/2 P. M.	75°
12 M.	72°	5 P. M.	80°
3 P. M.	75°	7 1/2 P. M.	70°

Highest temperature, 76°, at 2:40 P. M.

WASHINGTON FORECAST FOR TO-DAY AND TOMORROW.

For eastern New York, generally fair to day; unsettled to-morrow; light to moderate easterly winds.

For New England, unsettled to-day; local showers in eastern portion; generally fair to-morrow; moderate variable winds.

For eastern Pennsylvania, generally fair to day; unsettled to-morrow; light to moderate winds, mostly easterly.

For New Jersey, local showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Delaware, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Maryland, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Virginia, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For North Carolina, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For South Carolina, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Georgia, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Florida, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Alabama, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Mississippi, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Louisiana, showers to-day; unsettled to-morrow; light to moderate easterly winds.

For Texas, showers to-day; unsettled to-morrow; light to moderate easterly winds.



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## ARMS FOR PORTUGUESE REVOLT.

Latest Theory as to the Destination of Steamers Seized in England.

Special Cable Dispatch to THE SUN.

London, Aug. 26.—The latest theory in regard to the seizure by the Government of the little steamship *Foam Queen* at

Gravesend, is that she was intended to take part in a royalist plot in Portugal.

The vessel, on which there was a supply of arms and ammunition, and the Arizona, another small vessel which was stopped at Barrow, were supposed at first to be intended for filibustering purposes, as they were cleared for Buenos Ayres.

It is known that large remittances have reached London lately from Portuguese royalists in Brazil. Another vessel laden with ammunition was seized some time ago at Villagarcia. It is pointed out that the *Minho* River, which separates Spain and Portugal, is only navigable by vessels of the size of the *Foam Queen*.

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